Project Overview and Status Report

Presentation to:

The Washington State Transportation Commission

June 17, 2004
Olympia, WA

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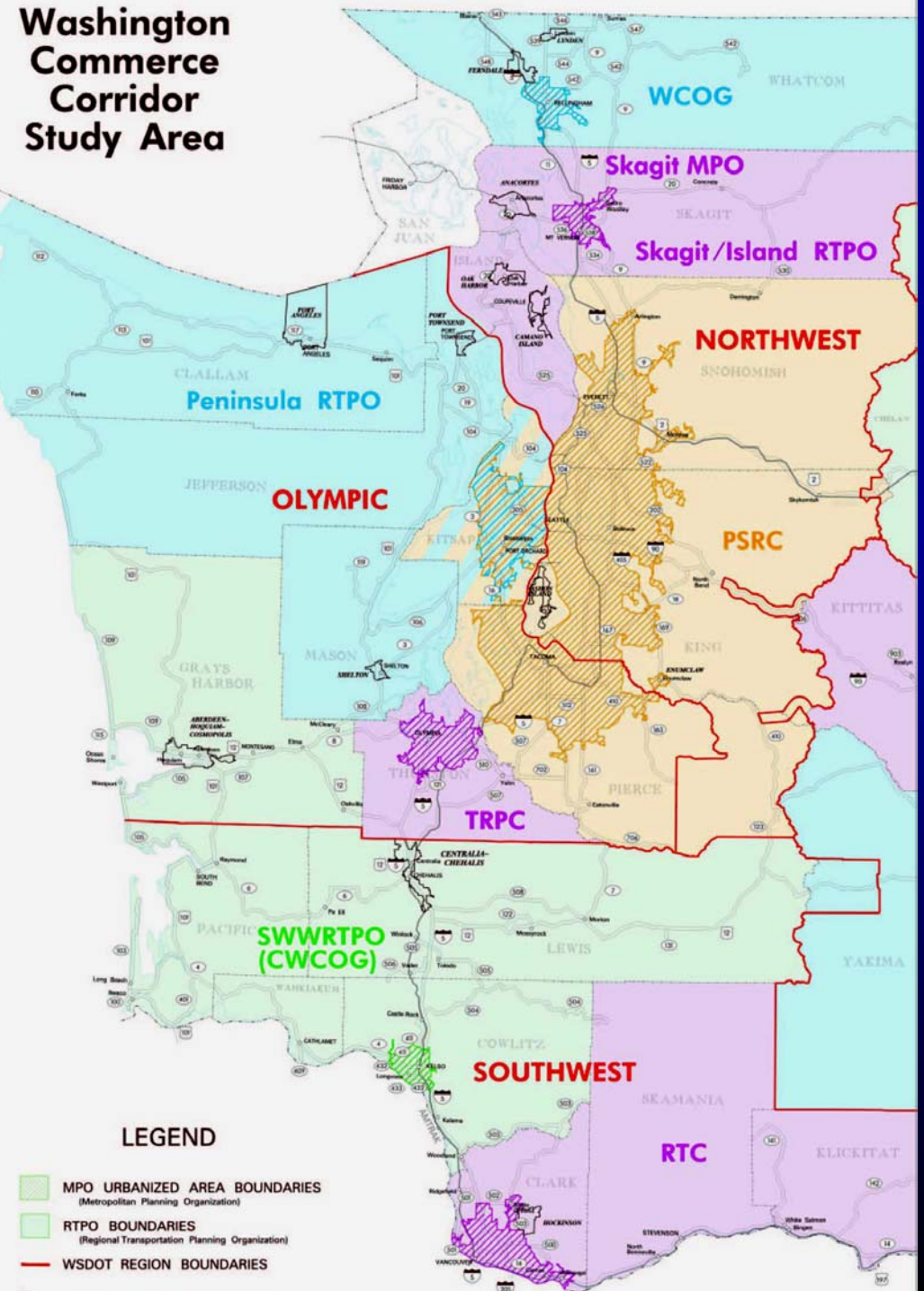
How did this study come about?

In the State's 2003-2005 Transportation Budget the Washington State Legislature appropriated $500,000 for a Feasibility Study of a Washington State "Commerce Corridor"



Study Area

- Lewis County northerly to Canadian border.
- Interstate 5
- Mainline railroads
- Major intercity energy facilities
- Operate on separate rights-of-way

Overall Purpose

- Not only an alternative passenger and truck transportation route to I-5, but……
- Might be financed by user revenues and….
- Could also be used by rail and utilities, and……

Focus on Private Sector

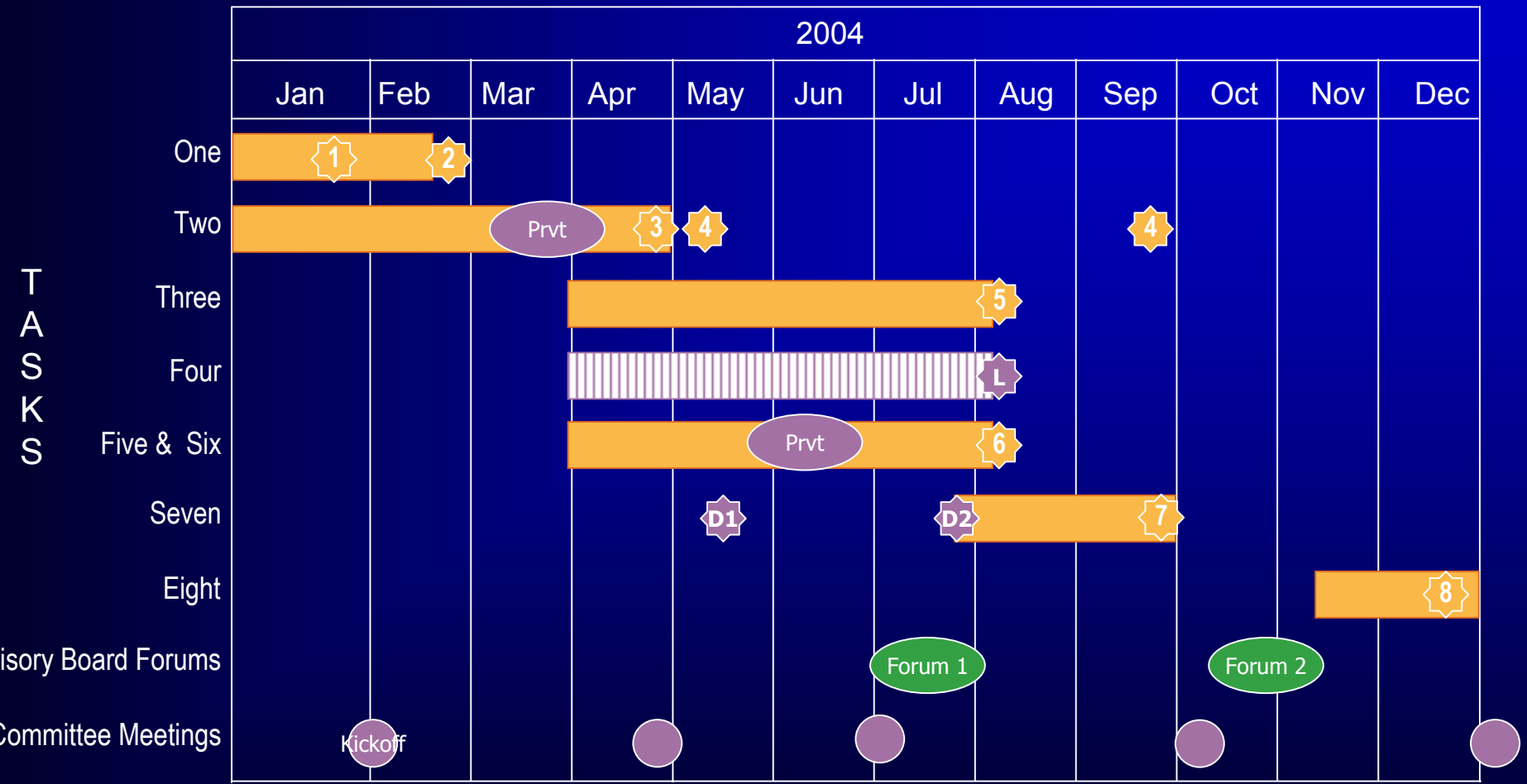
Washington Commerce Corridor

Feasibility of a….

Privately built and operated transportation corridor

Serve as an alternative to Interstate 5

Project Schedule



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Steering Committee

Chair: Dan O'Neal, Transportation Commissioner

Legislators

- Senator Tim Sheldon
- Senator Dan Swecker
- Representative Doug Ericksen
- Representative Geoff Simpson

Public Agencies

- Scott Merriman, WA Counties
- Jackie White, Assoc of WA Cities
- Charlie Howard, WSDOT
- Barbara Ivanov, WSDOT

Project Tasks

1: Develop Evaluation Approach & Definition Of Feasibility

2: Develop A Definition Of Project Features

3: Develop Preliminary Financial Information

4: Examine The Legal And Statutory Provisions

5: Identify Potential Environmental Issues

6: Identification of Community Issues & Strategies to Addressing Concerns

7: Develop Draft Report

8: Develop Final Report

Project Tasks

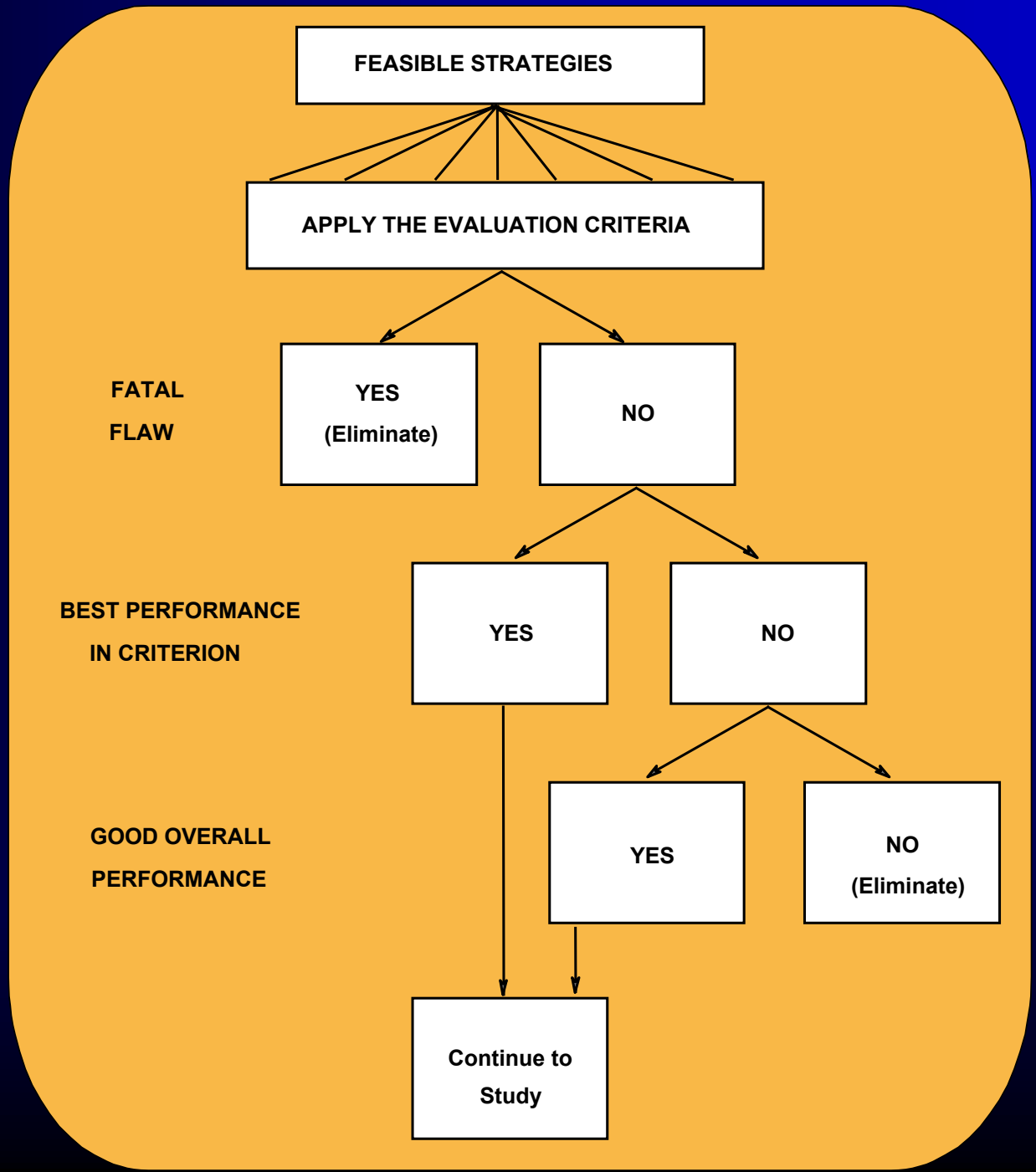
1: Develop Evaluation Approach & Definition Of Feasibility

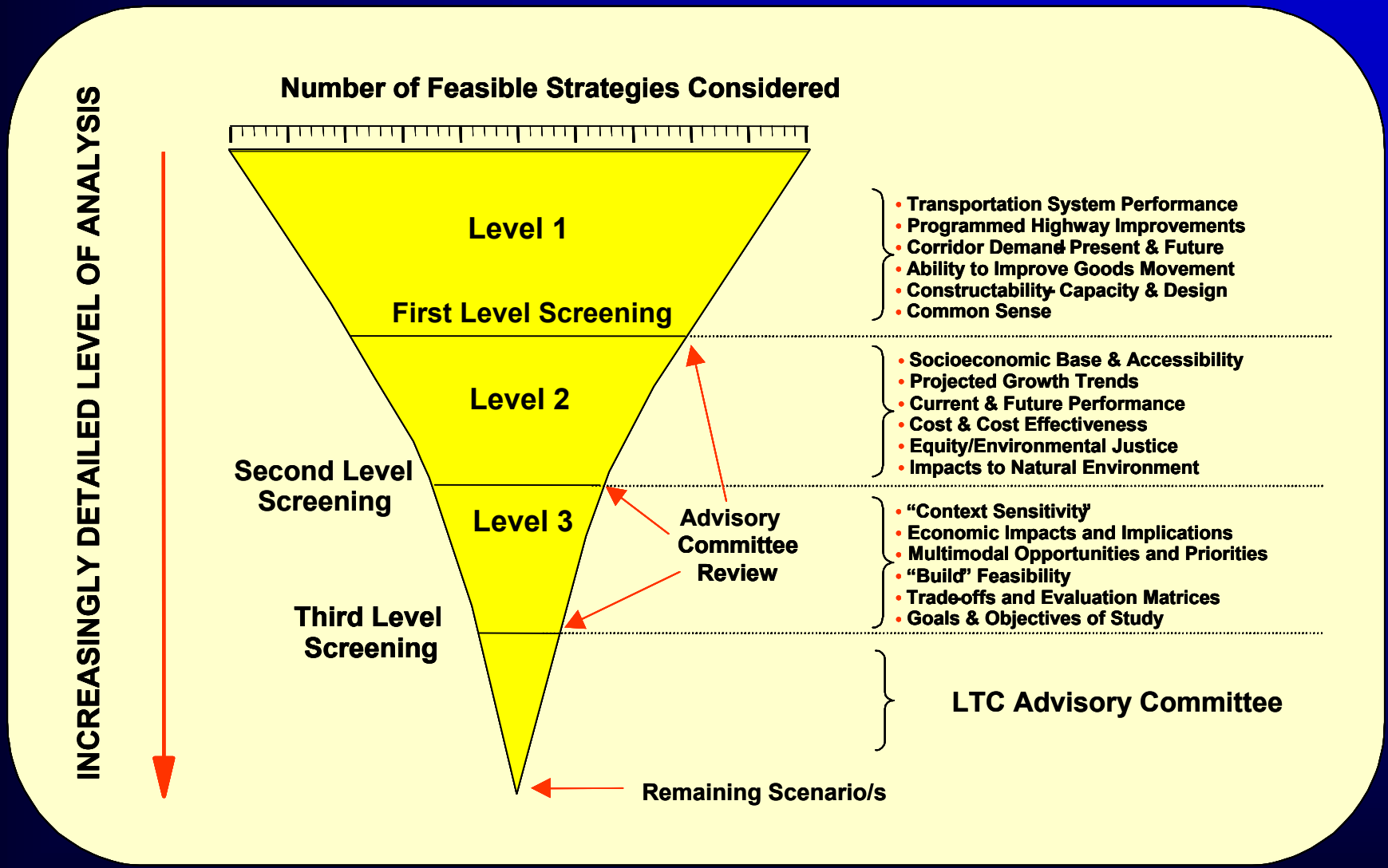
2: Develop A Definition Of Project Features

Today's presentation

CAN THE CORRIDOR BE BUILT?

- Will the private sector participate?
- Will it cost too much to develop?
- Is the corridor constructible?
- Are the community impacts/GMA too significant?
- Are the environmental constraints/permitting too significant?
- What are the legal/legislative barriers?





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Project Tasks

1: Develop Evaluation Approach & Definition Of Feasibility

2: Develop A Definition Of Project Features

Who will use the corridor?

What will it look like?

POTENTIAL COMPONENTS OF THE CORRIDOR

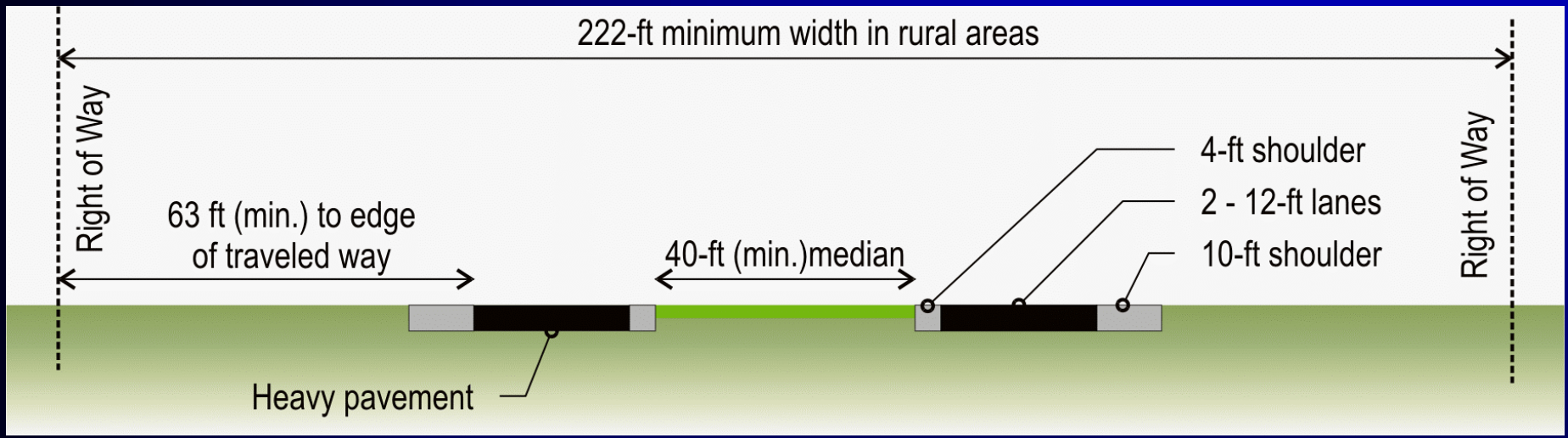
Transportation

- Truck Freight - Exclusive commercial vehicle four-lane roadway.
- Rail Freight - Double track, shared with passenger rail.
- Passenger Car - Four lane roadway with weight limits.
- Passenger Rail - Double track, shared with freight rail.
- Non-motorized - Shared use path and separate equestrian trail.

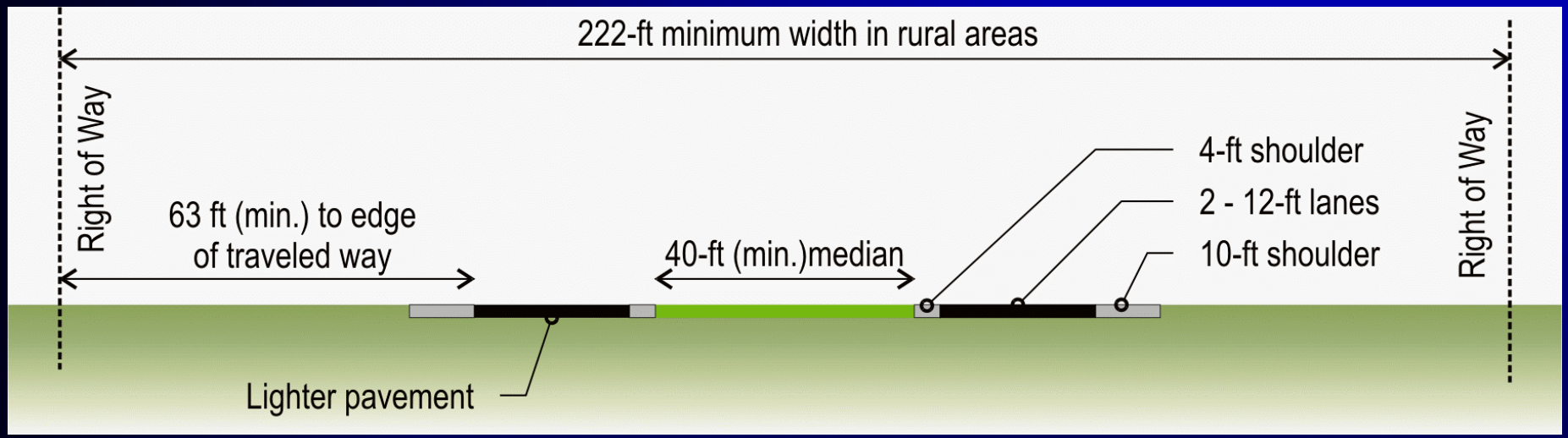
Utilities

- Power - 500 kilovolt transmission line.
- Natural Gas - High pressure transmission line.
- Petroleum - Refined petroleum products.
- Telecommunication - Analog and digital communications.

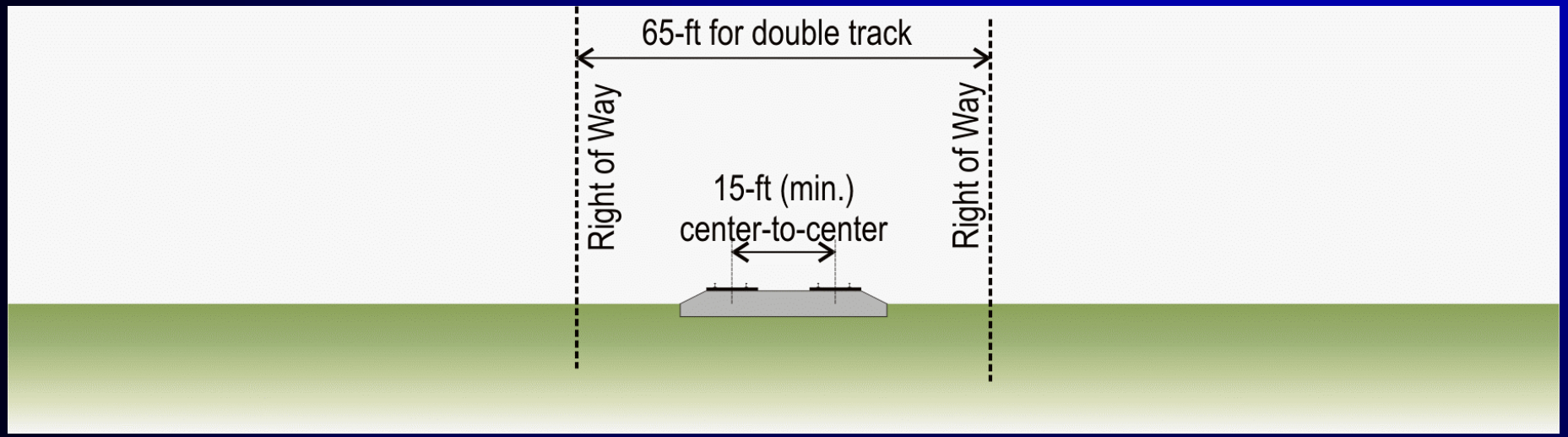
Commercial Vehicle Roadway Cross Section



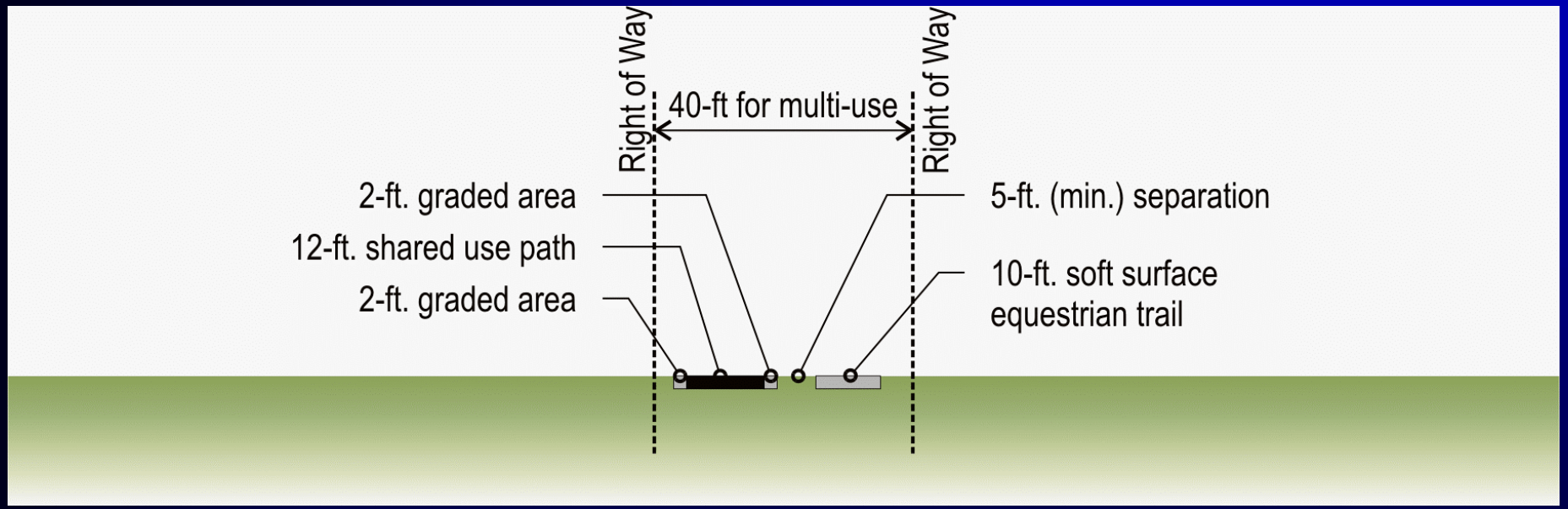
General Purpose Roadway Cross Section



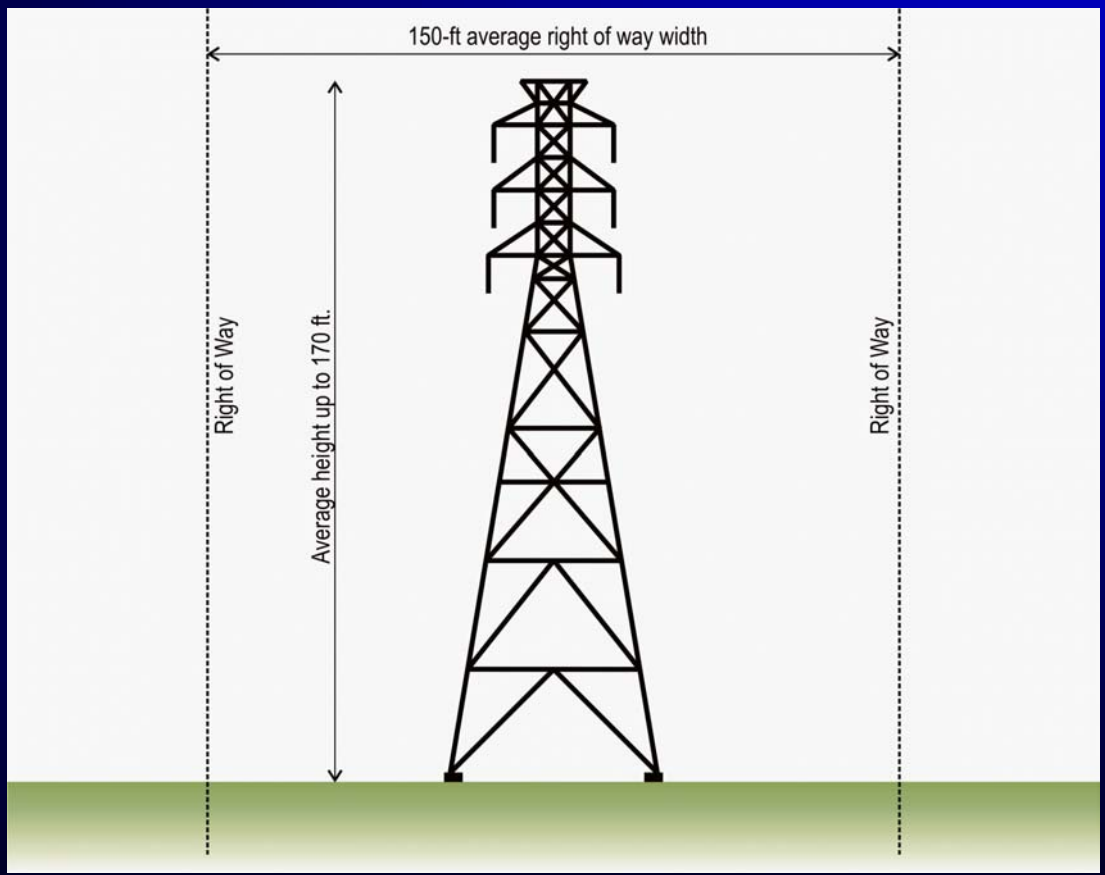
Double Track Railroad Cross Section



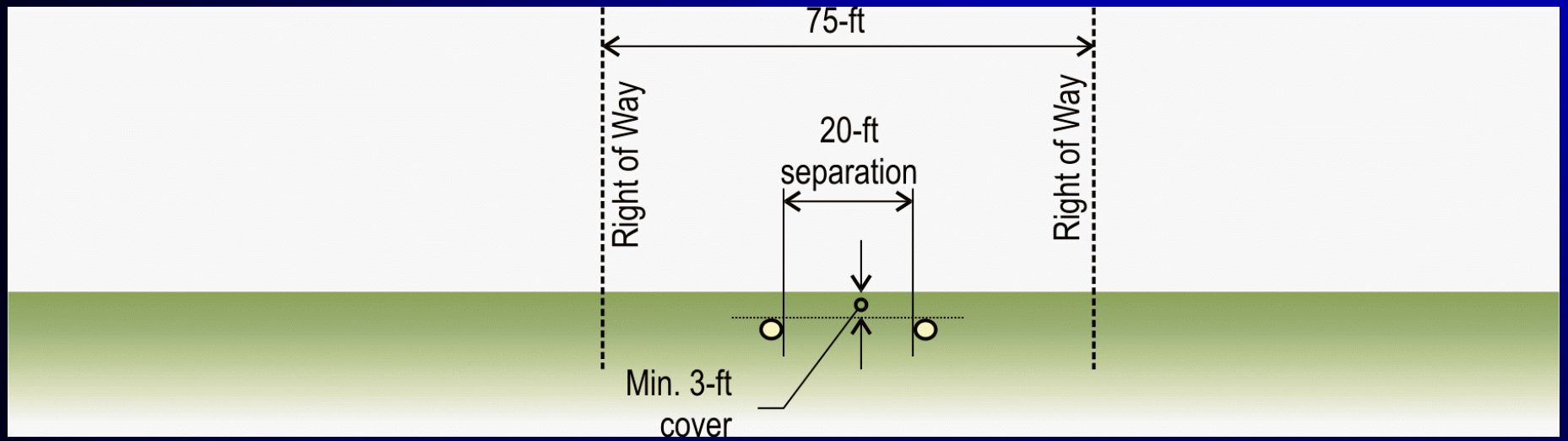
Non-Motorized Corridor Cross Section



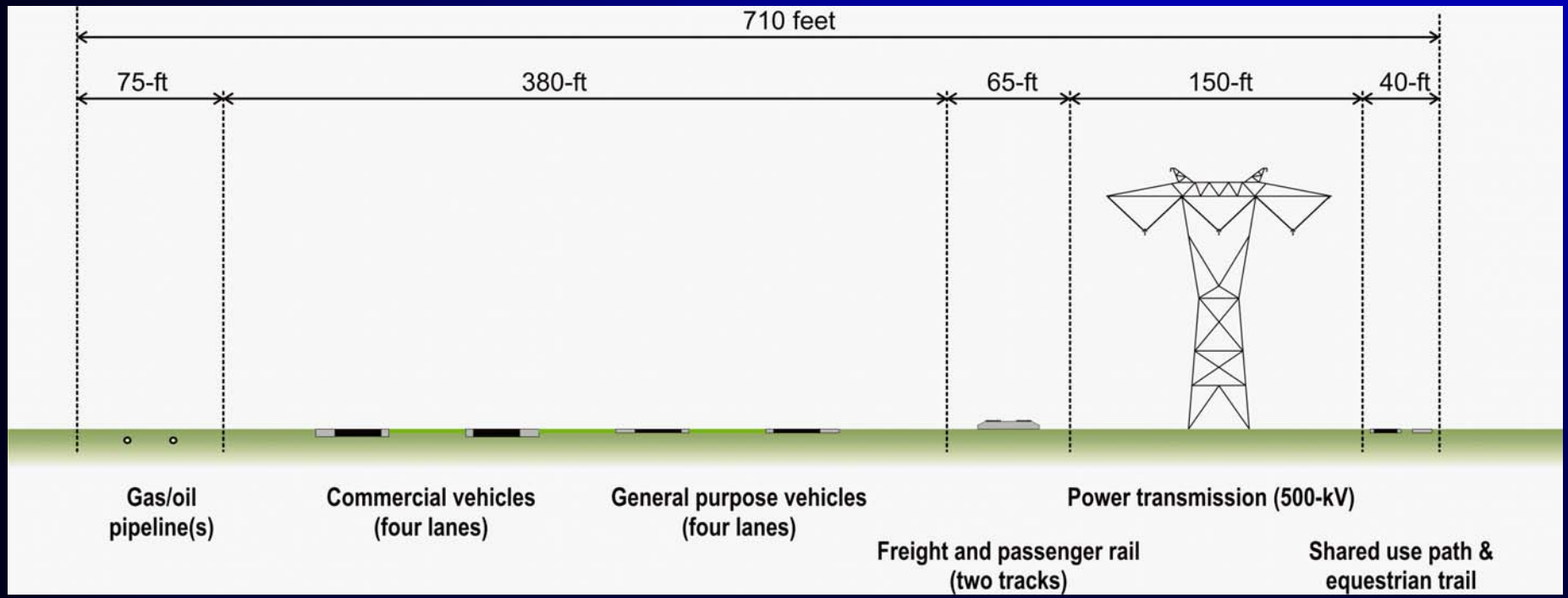
500-kV Power Transmission Line



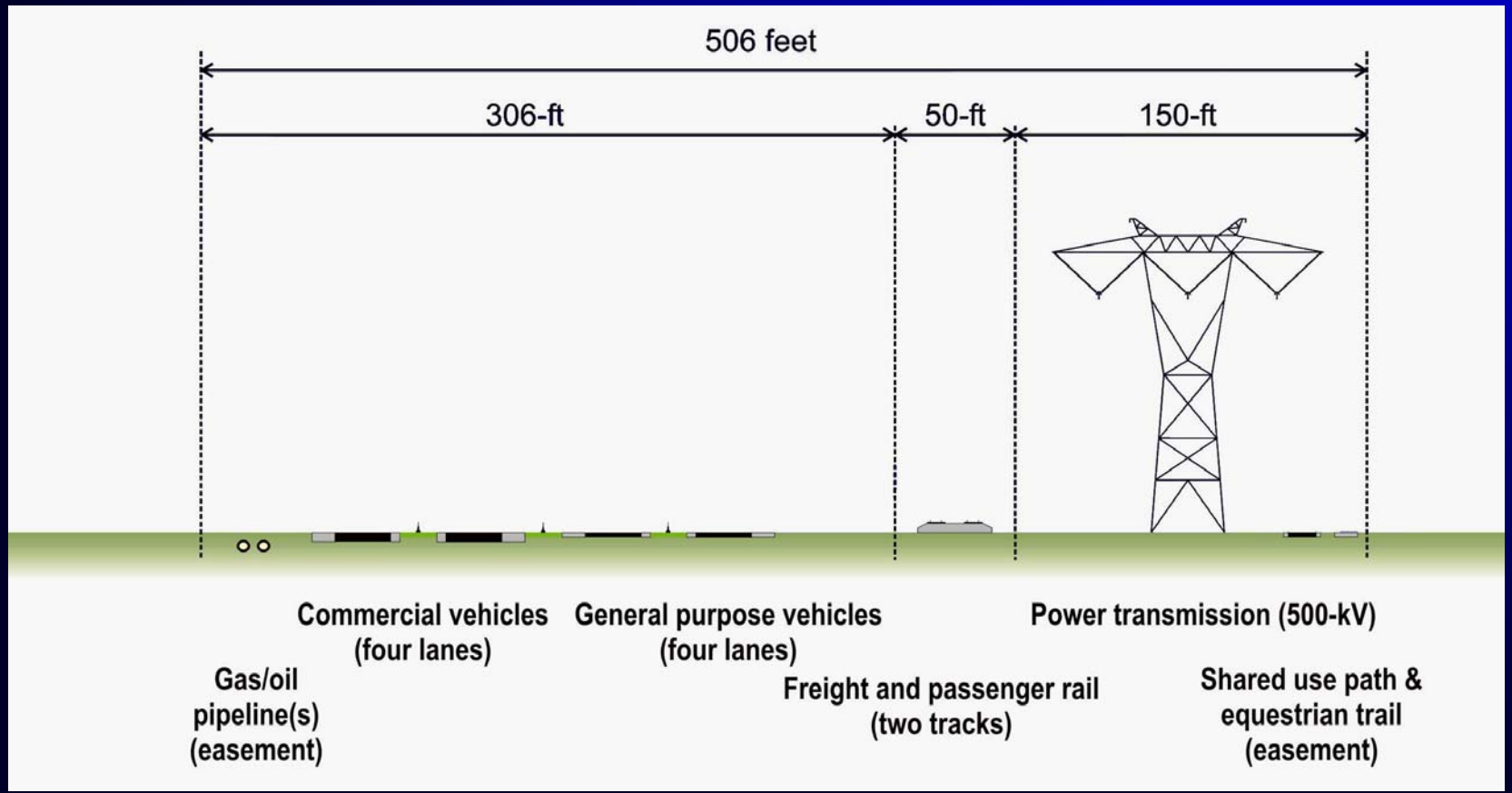
Natural Gas/Petroleum Pipeline ROW



Maximum Corridor ROW Width



Minimum Corridor ROW Width



Probable Corridor Alignment Opportunities

Environmental Constraints

- Sensitive park lands and public lands were avoided wherever possible.

Topographic Constraints

- The rugged terrain in many parts of the study area limited potential alignment alternatives.
- The Cascade Mountains constrained the probable corridor alignment to the east.

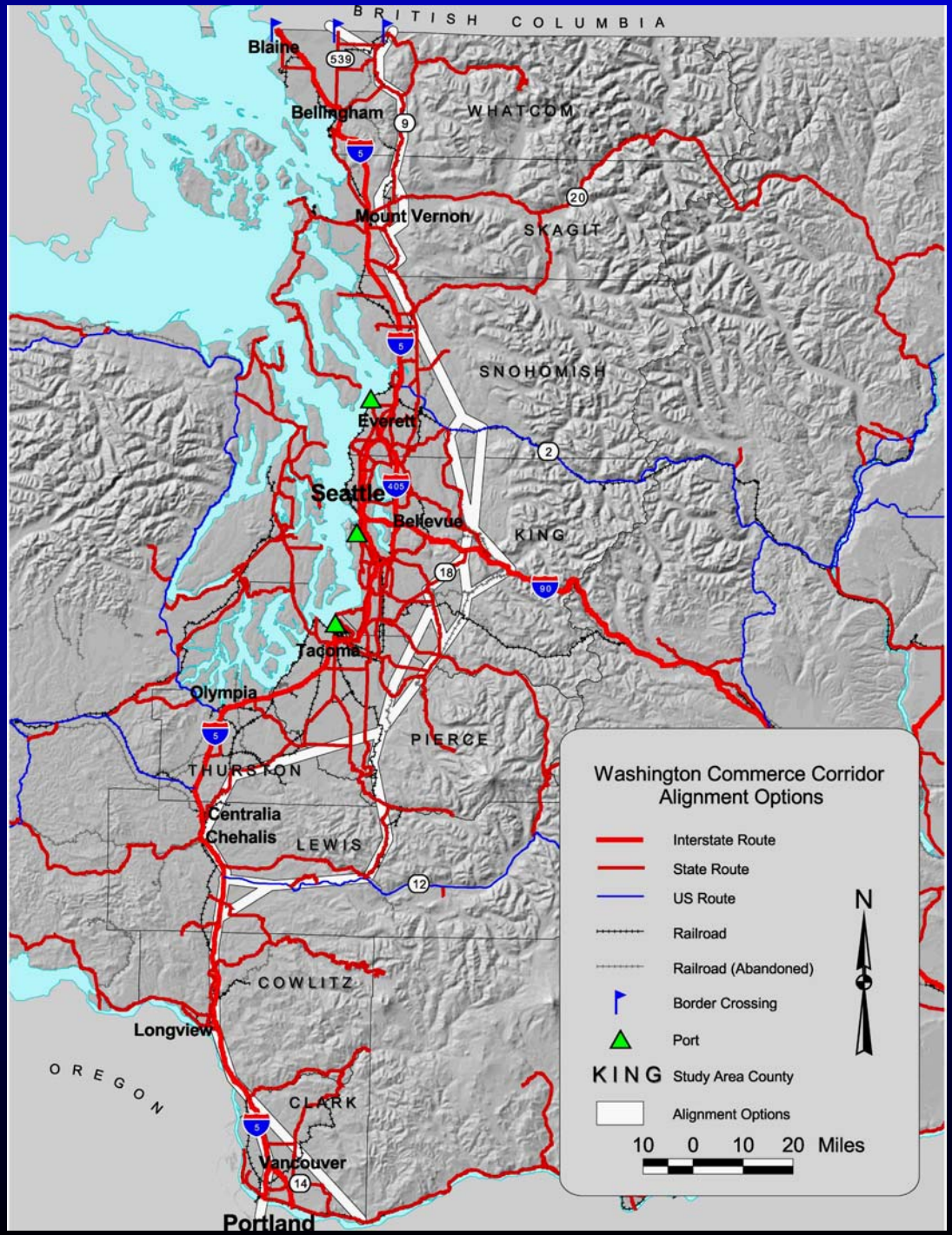
Socio-Economic Constraints

- The probable corridor alignment avoids high-density populated areas wherever possible.
- Potential locations for east-west corridor connections were maximized.

Coordination with Existing Rights-of-Way

- When possible, the probable corridor alignment follows existing rail lines or state highways, in order to minimize grade and topographic constraints.
- In some locations, the probable corridor alignment follows existing utility lines.

Commerce Corridor Alignment Options



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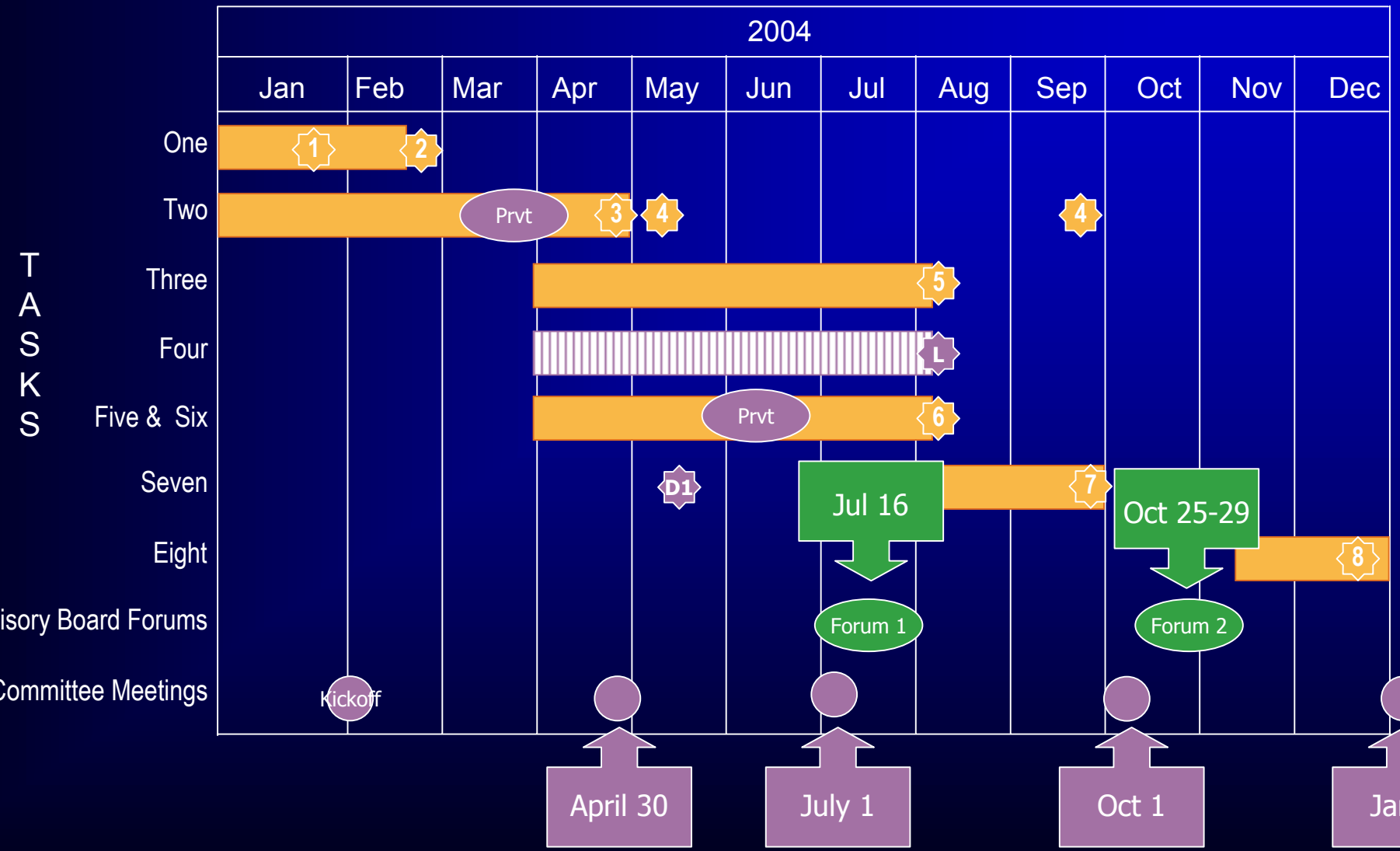
Comparison of Similar Corridor Initiatives

Corridor	Geometric Components	Operational Requirements	Typical Uses	Financing
Trans Texas Corridor Plan	10 lanes for vehicles and trucks. Six Rail Lines. Separate utility right-of-way. Approximately 1,200 foot corridor width. Approximately 4,000 mile length. Lanes separated by unpaved areas.	TXDOT Design Standards. High Truck Volumes. Typical highway design criteria (grades, curve radii, traffic volumes). 80 mph design speed for vehicle traffic. Few to no areas of substantial grades. Comprehensive corridor – Vehicle, rail, and utility components.	Person travel. Goods / freight movement. Intercity transportation. Utility transmission. International / Interstate trade. Local and regional economic development.	Estimated cost: $145.2 to $183.5 billion. Various Financing (from State Proposition 15) options include: Exclusive Development Agreements, Toll Equity, Regional Mobility Authorities, and Texas Mobility Fund. House Bill 3588 and *Drafting the Future* finance plans.
Interstate 81 Development Plan	Approximately 325 mile length. Four lanes in each direction. Lanes separated by a rumble strip. No specified utility or rail component.	VADOT Design Standards. 23% to 37% truck traffic. Dual interchanges to separate truck and vehicle movements. Average of 6% to 7% grades, much along rolling terrain. Vehicle component only.	Intercity and interstate goods / freight movement. Person travel. Truck freight is diverted to rail to reduce congestion.	Tolls (for commercial vehicles only). State and Federal funding sources. VPPTA allows tolling on the Interstate.
Alameda Corridor	20 mile length. Approximately 50 foot corridor width. One rail line in each direction. 10 mile trench, 30 feet deep, through commercial and residential areas.	Currently accommodates 35 train movements per day. Can accommodate up to 150 train movements per day. Average speeds of 30 to 40 mph. Rail component only.	Goods / freight movement. Eliminated 209 at-grade roadway crossings.	Bonds issued by ACTA. Loans from USDOT, to be paid through collection of fees levied on the railroads. Grants from the Ports and LACMTA.

Project Schedule



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Thank You

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